

THE
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號七月一十年六十百九千壹萬

HONGKONG, TUESDAY, NOVEMBER 7, 1916.

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HONGKONG POLICE RESERVE.

Orders issued by Mr. R. C. Jenkin,
D.S.P. (H.K.).

COMMAND.

The D.S.P. (H.K.) having returned to
the Colony takes charge of the Police
Reserve Force as from this date.

OFFICERS.

The Officers and Company Sergeant-
Major are requested to meet the C.O.
at Headquarters' Club at 5.45 p.m. on
Thursday, Nov. 9th.

PARADES, CENTRAL STATION, 5.30 p.m.
Friday, Nov. 10th.—Sections 1, 2 and
4 of No. 1 Company. Also Ambulance
Platoon.

ROUTE MARCH.

No Drills, except of Recruits, will take
place during the week commencing Mon-
day, Nov. 13th.

All ranks, except Recruits and men
backward in Drill, will parade at Queen's
Statue, Central Road, at 5.30 p.m. on
Friday, Nov. 17th. Uniform, Helmets
and Rules.

ORCHESTRA.

Orchestra Practice.—Nov. 8th, 6 p.m.,
at Club Lido.

(Sgd.) J. W. FRANKS,
A.S.P. (H.K.).

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AND
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SHANGHAI,
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CLARK, SON & FLATT, 25 Grace
Church Street, E.C.3. G. STANLEY & Co., Ltd.,
30 Cornhill, London & GORE, 15 St.
Bride Street, E.C.4. ROBERT WATSON, 150
Fleet Street, E.C.4. MITCHELL & Co., Snow
Hill, Hobart, Tasmania, E.C.4. D. J.
REYNOLDS & Co., 3 Whitefriars Lane,
E.C.4. MAXWELL & Co., Ltd., 10,
11, 12, New Bridge Street, E.C.4.
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SAN FRANCISCO and American Ports
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ZEALAND.—GORDON & Jones, Mid-
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SINGAPORE, STRAITS, &c.—KELLY
& WALES, Ltd., Singapore.
PHILIPPINE ISLANDS.—A. S. WAT-
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ANY EUROPEAN, NON ASIATIC or
INDIAN desiring to leave the
Colony should apply in writing for per-
mission to do so to the Captain Super-
intendent of Police, at least 48 hours
before the intended hour of departure,
giving name, nationality, age, sex, height
and occupation of the applicant, and
stating the name of the steamer or other
vessel or the hours of the train by which
the applicant wishes to leave. Applicants
should apply in person for their passes at
the Central Police Station between the
hours of 9 a.m. to 1 p.m. and 2 p.m. to
4 p.m. daily.

PEAK TRAMWAYS COMPANY
LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 15 minutes.
1.15 p.m. to 2.45 p.m. Every 15 minutes.
2.45 p.m. to 3.15 p.m. Every 15 minutes.
3.15 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 5.00 p.m. Every 15 minutes.

SUNDAY.

8.30 p.m. and 9 p.m., 9.30 p.m. to 11.00
p.m., every half hour.
11.00 p.m. to 11.45 p.m., every quarter of
an hour.

SUNDAYS.

8.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.30 a.m. to 12.00 p.m. Every 15 minutes.
12.30 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 5.30 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAY.

Extra Car at 12 midnight.
SPECIAL CARE by arrangement at the
Company's Office, ALBERTA BUILDING,
Des Voeux Road Central.

Season and punch tickets available to
all cars not already full running at the
time stated in the Company's time tables,
but not for special cars, can be obtained
on application at the Company's Office.
No Season tickets will be issued until
payment thereof has been made to Bank
Notes or by Cheque or Compressor order
representing Bank Notes.

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COMPANY, LTD.,
and
THE RAILWAY PASSENGERS
ASSURANCE CO.

TOTAL FUNDS AT 31st DECEMBER, 1914,
£23,970,387.

—Authorized Capital £8,000,000.
Subscribed Capital £4,600,000.
Paid-up Capital £2,437,500.
—Life Fund £3,837,049.
—Life & Annuity Funds £1,567,690.
Sinking Fund Account £123,330.

Revenue Fire Branch £23,581,456.
Life and Annuity Branch £1,141,593.
Revenue Marine Department £37,839.
Other Receipts £478,940.
£23,339,328.

The Accumulative Funds of the various
Branches are separately invested, and, by
Act of Parliament, are set aside to meet
the claims under the respective Depart-
ments of the Company's Business.

SHEWAN, TOMES & CO.
Agents.

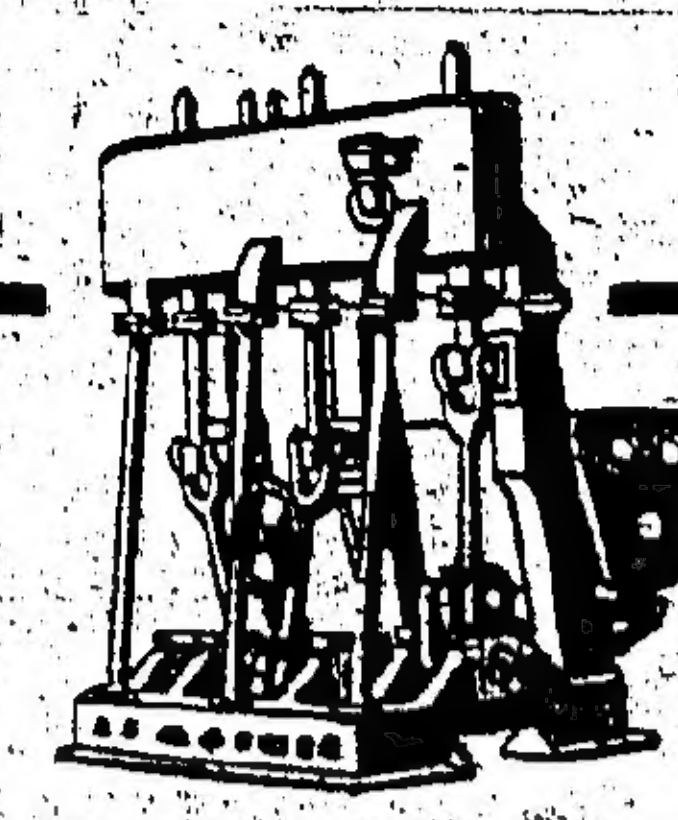
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MANUFACTURERS OF

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STRAND 1" to 15" CIRCUMFERENCE.
CABLE LAYED 5" to 15" CIRCUMFERENCE.
4 STRAND 8" to 10" CIRCUMFERENCE.

Oil Drilling Cables of any size up to 3,000 feet in length

Priest, Samples and full particulars will be forwarded on application to
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Hongkong, April 11, 1915.

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AND

GRILL ROOM

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STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE

HONGKONG TO CANTON. CANTON TO HONGKONG
TUESDAY, 7th NOVEMBER.

8 A.M. 'HEUNGSHAN' 10 P.M. 'KINSHAN' 8 A.M. 'HONAM' 10 P.M. 'FATSHAN'

WEDNESDAY, 8th NOVEMBER.

8 A.M. 'HONAM' 10 P.M. 'FATSHAN' 8 A.M. 'HEUNGSHAN' 10 P.M. 'KINSHAN'

Single Fare by Night Steamer \$ 6.00
Return Fare by Night (available also for Return by day Steamer) 11.00
Single Fare by Day Steamer 6.00
Return Fare by Day Steamer 9.00

HONGKONG-MACAO LINE

S.S. 'HEUNGSHAN' Tons 2008. S.S. 'SHUI TAI' Tons 1461.
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Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf.
Sundays at 9 A.M. and 1 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 2 P.M. Sunday's at 7.30 A.M. and 3 P.M.

EXCURSION TO MACAO.

SUNDAY, 12th NOVEMBER.

The Company's Steamship "HEUNGSHAN,"
will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.
and return from Macao at 3 P.M.
N.B.—The Company will also run a steamer from Macao on Sunday morning at
7.30 A.M. and from Hongkong at 1 P.M., from the Company's Wing Lok Street
Wharf.

CANTON-MACAO LINE.

SERVICE SUSPENDED.

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STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD.,
AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

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S.S. 'SALINAM' 698 Tons, and S.S. 'NANSHING' 460 Tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the
same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to
Hongkong or vice versa, by the Company's direct Steamers, 'LINTIAN' and
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Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
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ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON
FOUNDERS. All work done in this establishment is guaranteed. We have
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Work Office, 48, CORNHILL ROAD CENTRAL, HONGKONG. Telephone No. 459.
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Estimates furnished on application.

WONG PING WA, Manager.

Hongkong, April 1, 1913.

Bournville

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HIGHEST GRADE
BRITISH MADE



"BOURNVILLE COCOA represents the
highest grade of nutritive cocoa at present on
the market; it fully maintains its high reputa-
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is second to none in any respect whatsoever."
Medical Magazine, March, 1912

**CADBURY'S
CHOCOLATES**

In Tins and Fancy Boxes
Specially Packed for Export

FROM THE FACTORY IN A GARDEN, BOURNVILLE, ENG.

INTIMATIONS

The list will be closed on or before 15th November, 1916.

HONGKONG GOVERNMENT
SIX PER CENT. WAR
LOAN OF 1916.

ISSUE OF \$4,000,000 HONGKONG CURRENCY SIX PER CENT. BONDS to be authorized by the War Loan Ordinance 1916.

The Proceeds of the Loan will be handed over to the Imperial Government as a War Contribution from the Colony of Hongkong.

The Principal and Interest of this Loan are guaranteed by the Government of Hongkong and are secured by the Revenues of the Colony.

Price of Issue—\$100. Per Cent. Interest payable—1st May and 1st November.

First Coupon for full six months interest payable—1st May 1917.

Principal repayable at par on—1st November 1924, or at the option of the Government of Hongkong, principal may be wholly or partially repaid at any time after five years by drawings of Bonds.

THE HONGKONG & SHANGHAI BANKING CORPORATION, Hongkong, are instructed by the Government of Hongkong to invite subscriptions for the above Loan.

The Bonds will be issued in denominations of \$100, \$500, \$1,000, \$5,000 and \$10,000, payable to Bearer with half yearly interest coupons attached payable 1st May and 1st November, at the office of the Hongkong and Shanghai Banking Corporation, Hongkong.

The first coupon will be attached to Scrip Certificates which will be exchanged later for definitive Bonds.

This loan will be free from any local taxation as regards both principal and interest.

Applications will be received by the Hongkong and Shanghai Banking Corporation, Hongkong, from whom the necessary printed forms can be obtained. Such applications must be for \$100 or any multiple thereof and be accompanied by a deposit of 25% of the amount applied for.

Applications may be accepted in whole or in part, and in the event of partial allotment the surplus amount, paid as deposit will be appropriated towards the payment of instalments due on allotment. The Government has the right to refuse any application.

Payment will be required as follows:

25 per cent on application
25 " " allotment (4th Dec. 1916).
25 " " 20th December, 1916.
25 " " 17th January, 1917.

In case of default in the payment of any instalment at its due date, the deposit and instalments previously paid will be liable to forfeiture.

Scrip Certificates, with coupon attached for the first half year's interest due on 1st May 1917, will be issued after payment of the instalment due on allotment, and such certificates, when fully paid, will be exchangeable for Bonds when received. Notice will be given when Bonds are ready for delivery.

HONGKONG & SHANGHAI BANKING CORPORATION.
Hongkong, 24th October, 1916. [1176]

SILIMPOPON (SEBASTIK) COAL

THE Undersigned having been appointed Agents for the COWIE HARBOUR COAL CO., LTD., are prepared to quote prices for best quality SILIMPOPON COAL (lignite) into Bunkers at SEBASTIK or HANDEKAN (British North Borneo).

SILIMPOPON COAL compares favourably with the better grades of Japanese Coal and gives good results on a very moderate consumption.

Steamers calling at SEBASTIK or HANDEKAN exclusively for SILIMPOPON COAL (either cargo or Bunkers) are exempt from payment of all Port charges.

At Sebastik Steamers are berthed alongside the Company's wharf where there is a minimum depth of 27 to 29 feet at low water Spring Tides.

Charts of Sibuko Bay (Sebastik Harbour), Prices and all other information concerning the Port can be had on application to the Agents.

BRADLEY & CO., LTD., Agents COWIE Harbour Coal Company, Limited.
Hongkong, Dec. 2, 1916. 1027

TANG YUK, Dentist, successor to the late SIEN TING.

14, D'ARCY STREET.

TERMS VERY MODERATE.

Consultation Free.

INTIMATIONS

WANTED.

AN ASSISTANT SECRETARY for the Marine Engineers' Guild in Hongkong. An Engineer preferred.
Reply to—
17, Nanking Road, Shanghai.
Hongkong, Oct. 28, 1916. 1190

NOTICE

UNDER instructions from Head Office I have handed over the agency of Reuter's Telegram Co., Ltd., to Mr. J. P. BRAGA of No. 6, Pedder's Hill, to whom all communications should be addressed in future.

F. SMYTH,
Hongkong, Nov. 2, 1916. 1202

DAIRY FARM NEWS.

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NEW SHIPMENT OF

SELECTED

FINNAN HADDOCKS.
FILLET HADDOCKS.
KIPPERS.

64

CONCERTINA

"REGAL"

RECORDS.

- 7002 Darkies' Holiday Schottische
(Silver Heels Two-Step)
7004 Woodland Flowers Barn Dance
(Henry's Barn Dance)
7008 National Emblem March
(Liberty Bell)
7009 Jackanapes Polka
(Chicago Barn Dance)
7013 Medley of War Songs
(Medley of Harry Lauder's Songs)

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APIOL-STEEL
ANTI-SCURVY PILLS

A French Remedy for all Scurvy Diseases. It is the only medicine that cures Scurvy in its early stages, and is the only one that does not cause constipation. It is the only one that is pleasant to take, and is the only one that is guaranteed to cure Scurvy in its early stages.

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APIOL-STEEL
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Every kind of Footwear

MADE

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Hongkong, March 20, 1914.

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WHOLESALE Indenters promptly executed at lowest cash prices for all British and Continental goods.

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Special Quotations on Demand.

Sample Cases from £10 upwards.

Consignments of Produce sold on Account.

WILLIAM WILSON & SONS.

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25, Abchurch Lane, LONDON, E.C. 4.

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"LEADING THE WAY"

"CAPSTAN" MIXTURE

"THE SKIPPER'S FAVORITE"

W. D. & H. O. WILLS.

BRISTOL and LONDON.

ASPECTS OF SUBMARINE WAR.

AMERICAN JURISTS VIEWS.

Mr. Munroe Smith, Professor of Roman Law and Comparative Jurisprudence at Columbia University, says:—

In executing the Captain of a British merchant vessel (Captain Fryatt) for an alleged attempt to ram a German submarine, and in seeking to justify this execution, the German authorities assume:—

(1)—That submarines may legitimately be used to visit, search, and capture merchant vessels; and

(2)—That a merchant vessel menaced with capture by a war vessel has no right to defend itself.

Neither of these assumptions is justified by the rules of existing international law.

(3)—For the use of submarines against merchant vessels, whether to prevent carriage of contraband goods or blockade running by neutral vessels, or to capture enemy vessels, there was at the outbreak of the present world war no precedent. This is frankly recognized by German diplomatists. In a memorandum submitted to our Department of State by the German Ambassador at Washington on March 8th, 1916, it is said that the submarine was "a new weapon, the use of which had not been regulated by international law." From this premise Count Bernstorff draws the amazing conclusion that, in choosing this weapon to prey upon the enemy's commerce, Germany "could not and did not violate any existing rule."

GERMANY'S VIOLATIONS.

As a matter of fact, in using this new weapon against merchant vessels, Germany has continuously disregarded established usage and violated existing rules. Leaving out of account its claim that it was entitled to sink enemy merchantmen without warning—a claim which was based in part on the risk which the submarine must run in giving warning, but mainly on the right of reprisal—it has violated international usage and law in every case in which a German submarine has captured an enemy merchantman. According to established international practice, a captured vessel is to be put in charge of a prize crew and is to be taken into one of the captor's home ports, there to be condemned or released by a prize court. Exceptionally, indeed, where this procedure is impossible, the captor is entitled to destroy the captured vessel; but in such case he is bound to make adequate provision for the safety of its crew and of any passengers. In using the submarine for the capture of merchantmen, this exception, which formerly confirmed the rule, has been displaced and has become the rule.

Because of its own limitations, its small size and its vulnerability, the submarine is obliged to destroy every vessel it captures. Even if the captor's home ports be open, a submarine cannot furnish a prize crew; nor can it safely convey its prize to a home port, because it cannot effectively protect it against re-capture. What is more serious, in destroying its prize it cannot make proper provision for the safety of the captured non-combatants. The best it can do for them is to leave them on the high sea in open boats, without regard to the distance from land or the state of the weather. In the use of the submarine against merchant vessels, Germany, as Count Bernstorff remarks, "only took into account the possibility of the new weapon." It left wholly out of account the limitations imposed upon the use of the older weapons, the cruiser, the battleship, and the fleet.

The new weapon cannot be used under these limitations. The new weapon cannot do the work to which it has been put without disregard of humanity and violation of law. For this reason, the use of the submarine against merchant vessels is inadmissible, and the attempt of a submarine to visit or capture a merchantman is not a legitimate act of war.

MERCHANTMEN'S RIGHT OF DEFENCE.

(2)—In denying the right of a merchantman to defend itself against a submarine, the German authorities not only assume that submarine war vessels are entitled to do anything that submarine war vessels may do, but they also disregard the existing rules of international law applicable to merchant vessels. It is well settled that a merchantman has the right to defend itself against threatened capture. In so doing, it of course takes certain risks. It becomes a combatant, and it may be sunk in the combat. If captured, however, its officers and crew are to be treated as prisoners of war.

It is contended by the German authorities that these rules grew up under conditions, which no longer exist; that they have become unreasonable and should be regarded as obsolete. They were established when piracy was rife, when privateering was admissible; in recent times, when merchantmen are threatened with capture only by regular warships, these rules have not been invoked or applied. The merchantman's right of resistance has been extinguished by non-use. In the place of these obsolete rules of sea warfare, the Germans would set the opposite rules long established in land warfare. On land civilians may not defend themselves against regular military forces. France-tireurs, guerrillas, snipers are not entitled to be treated as soldiers. They may lawfully be shot, not only in combat, but after capture.

The German reasoning is undeniably logical. The arguments advanced might well be addressed to an international conference for the revision of the laws of maritime warfare. Even there, however, they might not prove convincing. In such a conference it would, of course, be pointed out that, if sea warfare is to be assimilated to land warfare, privately owned ships should be exempt from capture and destruction unless they carry contraband or seek to break through a blockade. It would also be maintained that the use of submarines against merchant vessels is not to be recognized or tolerated. And it might well be argued that the abandonment in modern times of the right of the merchant vessel to resist capture by a super-marine warship has been due to the hopelessness of efficient resistance; that "the peculiarity" of the submarine, namely, its fragility, has again changed the situation; and that the ancient right of defence may well be maintained when a merchant vessel is threatened with destruction by this "new weapon."

In using submarines against merchantmen and in seeking resistance by a merchantman as guerrilla warfare, Germany is endeavouring to remodel the existing code of naval warfare in its own immediate interest, and by its own sole authority. In the society of nations the State which assumes to be a law unto itself puts itself out of the law.

IRON STEEL, BRASS AND HARDWARE.

WAREHOUSE, 10, WING LUNG STREET.

And Retail Ironmongers, Fig Iron and Foundry Cokes Importers. General Storekeepers and Shipbuilders Nos. 35 and 37, Hing Loong Street, (2nd Street, west of Central Market) Telephone No. 516.

Hongkong September 4, 1915.

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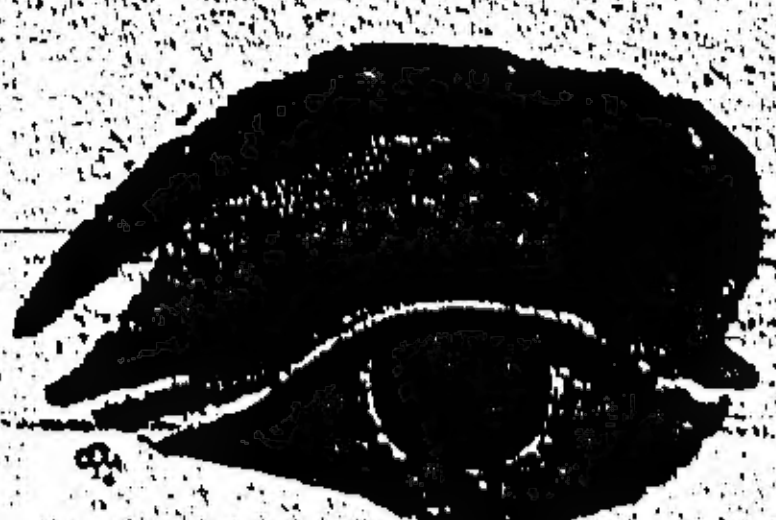
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THE WAR.

LATEST TELEGRAMS.

(Reuter's Service to the China Mail.)

THE WESTERN FRONT.

STRONG ENEMY COUNTER-ATTACK AGAINST THE BRITISH.

LONDON, Nov. 6. General Sir Douglas Haig reports: During the night a strong enemy counter-attack regained a portion of the ground we captured at Butte-de-Warlenecourt.

Eastwards of Les Boeufs our gains have been secured.

We three times successfully raided trenches in the Armentieres and Espres areas.

HEAVY ENEMY COUNTER-ATTACKS ON THE FRENCH.

PARIS, Nov. 6. A communiqué states: We advanced between Les Boeufs and Saillly-Sailles.

The enemy at night violently counter-attacked the positions we captured, from Saillly as far as St. Pierre Vaast Wood.

All the attacks on the northern spur and the western edges of the wood were repulsed by machine-gun and artillery fire with heavy losses. But the enemy regained a little ground south-west of the wood and the village of Saillly.

There has been a lively bombardment at Dambloup but no infantry attack.

THE ITALIAN FRONT.

LONDON, Nov. 6. An Italian official announcement states: We repulsed attacks in the Concel Valley and at Lukin on the "Carso". We bombarded works at Castagna-Nizza and advanced and straightened our line at several points.

We took 50 prisoners.

FIGHTING ON THE RUSSIAN FRONT.

"VERY STIFF" BUT OF PURELY LOCAL IMPORTANCE.

PETROGRAD, Nov. 6. Fighting northwards of Postavy and also on the Upper Stokhod between Brzany and Halicz has been very stiff, but according to the Military authorities nearly all the attacks of the past week have been of purely local consequence, being intended to prevent the Russians from re-inforcing the Rumanians.

THE RUMANIAN SITUATION.

CONTINUES TO IMPROVE.

BUEHAREST, Nov. 6. The situation in the Carpathians continues to improve while the extent of the disaster to the enemy in Jull Valley increases.

The French Military Mission arrived at the critical moment, and collaborated most effectively with the High Command in re-establishing a satisfactory situation.

GREEKS TO FIGHT.

FOUR VENEZELIST DIVISIONS.

ATHENS, Nov. 6. The Venezelist General Dangli, interviewed, said he relied on having at least four divisions. The first would go towards Serres at the end of November.

General Sarraïl is assisting in arranging the plan of campaign which is believed to be in co-operation with the British and French to clear out the Bulgarians from East Macedonia.

FRENCH WAR MINISTER AT SALONIKA.

PARIS, Nov. 6. General Roques, the French War Minister, has arrived at Salonika.

THE GREEK PILOTAGE.

REPORTED HOISTING ON FRENCH FLAG.

ATHENS, Nov. 6. It is reported that the French flag was hoisted last night over the Greek capital.

THE "DEUTSCHLAND'S" CARGO.

NEW YORK, Nov. 6. The Collector of Customs announces that the "Deutschland's" cargo was approximately worth \$10,000,000. Of this nine millions represented stocks and bonds for the purpose of strengthening Germany's credit. The remainder were dye-stuffs and chemicals and a small quantity of precious stones.

ANOTHER PRIZE COURT AWARD.

FOR SINKING A GERMAN CRUISER.

LONDON, Nov. 6. The Prize Court has awarded £3,000 to the crew of the Submarine E8 for sinking the German cruiser "Prinz Adalbert", with 600 on board, in the Baltic on October 23rd, 1915.

THE POLISH PROCLAMATION.

THE DUTCH VIEW.

AMSTERDAM, Nov. 6. Dutch newspaper comment on the Polish proclamation emphasises that the future of Poland will be an Austro-German vassal State under a German King.

AUSTRALIA AND CONSCRIPTION.

THE REFERENDUM RETURNS.

MELBOURNE, Nov. 6. Mr. Hughes, the Commonwealth Premier, is summoning a conference of the Labour Party.

The Referendum figures now are: No 1,080,000. Yes 1,007,000.

The count is still incomplete.

Open-air meetings in Sydney and Melbourne have demanded the repeal of the Proclamation calling up single men.

EARLIER TELEGRAMS.

BRITISH PROGRESS.

LONDON, Nov. 6. General Sir Douglas Haig reports: We attacked at several points, and made some progress.

We cleared a pocket of Germans from the extreme right and progressed in the centre on a front of over a thousand yards, securing the high ground in the neighbourhood of Butte de Warlenecourt.

The weather continues stormy.

GUNS THUNDERING OVER A 30-MILE FRONT.

LONDON, Nov. 6. Continued heavy rain on the Somme prevented extensive operations during the week end, but the communications of both sides show that there was a most furious campaign.

A notable feature is the steady extension of the British artillery northwards.

Guns are thundering practically on the whole of the thirty miles from Amantieres to Arras.

The French occupation of Dambloup completes the capture of every inch of ground won by the Germans during the eight months' operations before Verdun.

FURTHER PROGRESS BY THE FRENCH.

ATTACK ON ST. PIERRE VAAST WOOD.

PARIS, Nov. 6. A communiqué states: North of the Somme we executed several attacks during the day and made a series of appreciable advances from the south of Transloy to the south of St. Pierre Vaast Wood.

We pushed our lines between Les Boeufs and Saillly-Sailles several hundred metres in the direction of Transloy, and captured a trench east of Saillly-Sailles.

We conquered most of the village of Saillly, and to the south of it are attacking St. Pierre Vaast Wood on three sides.

We made an important advance, capturing successively three trenches defending the northern horn of the wood, and a whole line of positions on the south-western outskirts.

The fighting was most desperate in this sector. Furious German counter-attacks were brilliantly repulsed by bombs and bayonet. We took 522 prisoners.

The artillery duel continued in the Douaumont region. We occupied the whole of the village of Vaux.

AN AMERICAN STEAMER SUNK.

LONDON, Nov. 6. The American steamer "Lando" has been sunk by a submarine.

Thirty persons were saved.

BRITISH CRUISER CAPTURES A STEAMER.

LONDON, Nov. 6. The German steamer "Anatolia" has arrived at Malta from the Pireaus, towed by a British warship.

GERMANS CAPTURE A DANISH STEAMER.

LONDON, Nov. 6. The Germans have captured the Danish steamer "Ulla" and have taken 200 prisoners.

THE RUMANIAN FRONT.

NEW OFFENSIVE AT BRASSO.

LONDON, Nov. 6. A Rumanian communiqué says: We repulsed several attacks in Prahova Valley.

The enemy in the evening succeeded in occupying part of our trenches on Mount Dihanu, north-west of Auzu.

Several enemy attacks in the Dragoslavele region on the left bank of the Alt were repulsed.

Our pursuit in the Vulcan Pass continues, and more prisoners have been taken.

AUSTRIAN REPORT.

LONDON, Nov. 6. An Austrian communiqué states: The Hungarians captured the strong Chabouco position south-west of Predal, and the Rumanian second line.

It says the Rumanians have recommenced their attacks on the frontier region east of Brasso, and pressed back the Austrian front two kilometres at two points.

THE PROSPECTS.

LONDON, Nov. 6. The "Times" correspondent at Bukharest states that if the Rumanians continue to preserve their high moral and stubborn defence, the enemy should be unable to reach the interior for weeks, when the cold weather will presumably terminate serious operations.

Meanwhile the sentiment of the country is crystallising for a determined resistance.

The most important Austro-German attack is now centred in the Alt Valley. General Belaiff, the new Russian representative at Headquarters, regards the situation as satisfactory.

"A SECOND CARBAGE."

GERMANY'S FEARS.

LONDON, Nov. 6. The "New York World" publishes a long statement, sanctioned by Herr von Bethmann-Hollweg, which is mainly a tirade against England, who is "bent on wiping out Germany from the face of the earth."

He is convinced that the rest of the world will not permit Germany to share the fate of Carthage, and declares that Germany must have room for expansion, especially through the Balkans towards Asia.

THE ITALIAN FRONT.

FIVE AUSTRIAN ATTACKS IN TRENTINO REPULSED.

LONDON, Nov. 6. The weather is now bad on the Italian front, where there are heavy rains and mist which are hampering operations.

Austrians are now attempting a diversion in Trentino. Five attacks at one point were repulsed.

THE SITUATION IN GREECE.

VENEZELISTS PERSECUTED.

LONDON, Nov. 6. Telegrams from Athens state that the Greek Royal Government is persecuting the Venezelists.

Twenty-five officers are at present imprisoned and one was executed at Ekaterina, before the Venezelist occupation. A decree dismisses from the Army and Navy officers joining M. Venezelis.

THE KING PRESIDED AT A PROTRACTED MEETING OF THE CABINET COUNCIL.

ATHENS, Nov. 6. The King presided at a protracted meeting of the Cabinet Council.

The Ministers and party leaders discussed particularly the question of handing over the light fortresses to the Allies.

DESTROYED GERMAN SUBMARINE.

AMSTERDAM, Nov. 6. It is officially announced from Berlin that it was U20 that was stranded and blown up on the west coast of Jutland.

THE WORLD'S SHIPBUILDING.

RECORD TONNAGE.

LONDON, Nov. 6. A report published by "Lloyd's Register" states that 620 vessels, of 2,282,709 tons in all, are now building under the supervision of the "Register". This is the largest in the history of the Society.

The output in the United Kingdom remains far below normal, but the figures show the success of the efforts of neutrals, particularly the United States, to create and extend their plants to cope with the increasing demand for tonnage.

THE RE-PLANNING OF DELHI.

LONDON, Nov. 7. The King has had an audience with Mr. Edwin Lutyens, A.R.A., the architect, who is going to India shortly on business connected with the proposals of the committee appointed to advise the Raj in the re-planning of Delhi.

THE JUTE PROBLEM.

LONDON, Nov. 7. The Times referring to difficulties which have arisen in connection with the new jute buying scheme, says: "The only satisfactory solution is to revert to the earlier method of requisitioning the Dundee mills for the supply of specified Government jute."

But some argue further that a rebate should be obtained from the Conference of the difference between the "Blue Book" and the actual cost of the jute in respect of all jute used in Government service, and that the Government of the Indian Empire should

GERMANY AND POLAND.

A CLEVER DEVICE.

AMSTERDAM, Nov. 5. A Vienna paper says that Count Burian, replying to a deputation from Warsaw, said the future of the kingdom of Poland would only begin with a full national existence after the war, in close connection with the Central Powers, both politically and militarily.

THE REAL TEUTON OBJECT.

ZURICH, Nov. 5. The Poles in Switzerland are not impressed and declare that scheme does not meet with their aspirations.

THE REAL TEUTON OBJECT.

AMSTERDAM, Nov. 5. The belated Austro-German offer of Polish autonomy is regarded as being dictated by military necessity. It is not thought likely that the Poles will fall into the trap, as apart from the fact that the offer is limited to Russian Poland, the proposed organisation of a National Army indicates that the whole scheme is merely a device to force the Russian Poles into Austro-German military service.

It was recently reported that General von Hindenburg insisted on immediate Polish levies, demanding 700,000 recruits from this source.

The official German "North German Gazette" shows this object when it says: "Germany's security demands that Russia shall never be able to use a militarily consolidated Poland as a gate for the invasion of Silesia and West Prussia."

English papers declare that the proclamation of the Grand Duke Nicholas remains a charter for all Polish peoples.

GERMANY'S WAR ON MERCHANT SHIPPING.

LONDON, Nov. 5. The "Ulan Leslie" and the "Harrison" liner "Statensman" have been sunk.

U.S. PRESIDENTIAL CAMPAIGN.

MR. HUGHES ADVOCATES A TARIFF WALL.

NEW YORK, Nov. 6. The Presidential campaign has been clouded.

President Wilson deprecated discussion on foreign policies by self-called statesmen who scattered tinder while the world was ablaze.

Both candidates dwelt on the Tariff question, President Wilson taunting the Republicans with advocacy of a high protective tariff.

Mr. Hughes declared that the only hope American workmen had of not succumbing to foreign competition after the war was a tariff at least equivalent to the difference in the price of labour in America and abroad.

THE WOLFRAM DISCOVERIES IN AUSTRALIA.

SYDNEY, Nov. 6. Numerous wolfram reefs have been located in the Northern Territory.

Sixty-two tons have been produced in the past 18 months.

The Director of Mines in the Northern Territory states that numerous well defined wolfram reefs and leaders from an inch to four feet have been located. The outcrops are traceable for half a mile in a number of instances.

A large area is still unexplored. The Federal authorities have ordered further investigations.

OBITUARY.

LONDON, Nov. 6. The death is announced of Lord Channorris.

FINED FOR STRIKING MATCH.

H.K.V.C. "A" v. 3rd Co. R.G.A. The following will play for the H.K.V.C. "A" at Happy Valley at 4.30 p.m., sharp to-morrow:—E. W. Hamilton, O. Bulmer Johnson, F. W. S. Evans, G. Miskin, E. J. H. Mitchell, P. A. B. Boyd, T. A. Bragg, W. J. Cornell, A. D. Ball (Capt.), W. R. Smyth, A. Morse. Volunteers in White.

CHIEF CONSTABLE COMPLAINS OF ROWDYISH ON RAID NIGHT.

Two men were fined 21 each at a Lincolnshire Police Court recently for striking matches in the street on a night after a Zappin warning had been given. Another man was fined a like amount for using abusive language to a policeman who knocked a lighted cigarette out of his hand.

The Chief Constable complained of the disorderly scenes among young people on the occasion of the raid. Groups paraded the streets singing and making noises. If there was any repetition of such disorder, he said, he would make representations to the military authorities for the issue of an order compelling people to remain indoors after the warning was given.

Should anyone then be found in the streets without a permit, proceedings would follow. He anticipated that the recurrence of such scenes might induce the military to prohibit the use of the buzzers which now gave timely warning for the extinguishing of lights.

WHY IT SELLS.

CHAMBERLAIN'S Cough Remedy is the largest selling cough medicine in the world to-day because it does what a cough remedy is supposed to do, and does it speedily and effectively. It is sold by all Chemists and Druggists.

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Love's Law "Kate Hurn"
Ruth, The Woman Who Loved "Horse W. C. Nowte"
Quittance "R. Maxwell"
Leatherface "Baroness Corry"
Lost and Won "Nat Gould"
Lyons Court Spinney "J. S. Fletcher"
The S.S. "Glory" "Frederick Niven"
Dear Enemy "Jean Weinst"
The Woman Who Lived Again "Lindsay Russell"

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HONGKONG.

SPORTING.

BOXING.

SCOTT CHALLENGED BY A HEAVIER MAN.

The heavy weight champion of the Colony, who secured such an amazing win over the much boomed Paddy Finn, on Saturday, has been asked to defend his title against Leading Seaman Cliff. The latter is reputed to be heavier than Scott. It is hoped to include the fight for the December programme.

HOCKEY.

H.K.V.C. "A" v. 3rd Co. R.G.A.

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HOLIDAY CRICKET.

KOWLOON AND "REST" DRAW AFTER ALL-DAY MATCH.

Great interest was taken in the all-day match yesterday at Kowloon between the Club and a team styled "The Rest". The Club batted first and gave a steady resistance to the bowling. The wicket was a batsman's and fellers were kept busy at all points. The first six wickets batted with marked consistency, the highest score being reached by J. V. Bragg, who contributed 43 runs before he was caught by Muriel of Bird. W. R. Stapleton has established himself as a capable batsman having put up several good innings this season. He hit 23 runs. Kowloon were all out for 212. "The Rest" comprised several well-known bats drawn from various Hongkong teams. Half the wickets were down with only 120 runs on the board and the next two fell deeply giving every promise of a victory for the Club. "The Rest" however responded to the demand and stoutly opposed the bowling effort, but after a struggle of 45 runs which became a substantial loss, "The Rest" gave a splendid performance and made 110 runs, which was a fine total for a holiday team. The victory was won by the Club, who were all out for 212. Kowloon were all out for 212. "The Rest" comprised several well-known bats drawn from various Hongkong teams. Half the wickets were down with only 120 runs on the board and the next two fell deeply giving every promise of a victory for the Club. "The Rest" however responded to the demand and stoutly opposed the bowling effort, but after a struggle of 45 runs which became a substantial loss, "The Rest" gave a splendid performance and made 110 runs, which was a fine total for a holiday team. The victory was won by the Club, who were all out for 212. Kowloon were all out for 212. "The Rest" comprised several well-known bats drawn from various Hongkong teams. 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SHIPPING

P. & O. S. N. Co.

ROYAL MAIL SERVICE.

Will despatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

For	Strains	To Sail	Remarks
SHANGHAI, MOJI & KOBE	MAITA Capt. C. C. TALBOT	Nov. 10th	Direct Service.
LONDON & BOHRAH via SINGAPORE, PENANG, COLOMBO, Port Said & MARSEILLES	RYANZA Capt. J. GAUNT	Nov. 17th	Connecting at Colombo with Mail Steamer Mongolia.
SHANGHAI, MOJI & KOBE	NANKIN Capt. G. MANLEY	Nov. 24th	Direct Service.
LONDON via SINGAPORE, PENANG, COLOMBO, Port Said & MARSEILLES	MAITA Capt. C. C. TALBOT	Nov. 1st Dec.	Direct Service.

Wireless on all steamers. Return tickets at a fare and-a-half available to Europe for two years, or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.
For PASSAGE RATES, HAND-BOOKS, and FREIGHTS, apply to
P. & O. S. N. Co's Office,
E. V. D. PARR,
Acting Superintendent.

O. S. K. OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

AMERICAN LINE. FOR VICTORIA, AND TACOMA, VIA MANILA, KEELUNG, SHANGHAI, NAGASAKI, MOJI, KOBE, YOKKAICHI AND YOKOHAMA.

S.S. "CANADA MARU".....Capt. T. Suruga.....Saturday, 11th Nov., at 3 p.m.
† Omitting Manila, Keelung and Nagasaki.

AUSTRALIAN LINE. FOR SYDNEY, MELBOURNE, AND ADELAIDE.

S.S. "CHOSUN MARU".....Wednesday, 22nd Nov., at Noon.

BOMBAY LINE. FOR BOMBAY, VIA SINGAPORE, PORTSWORTH, TENHAM, PENANG AND COLOMBO.

S.S. "JAVA MARU".....Capt. S. Yanagi.....Friday, 10th Nov., at Noon.

JAVA LINE. FOR MANILA, SANDAKAN, MACASSAR, SAMARANG, SOURABAYA & BATAVIA.

S.S. "SHIBETORO MARU".....Capt. S. Yamane.....Friday, 10th Nov., at Noon.

FORMOSA LINE. FOR TAMSUI, KEELUNG, ANPING TAIKAO, VIA SWATOW, AND AMOY.

S.S. "SOSHU MARU".....Wednesday, 22nd Nov., at 8 a.m.

S.S. "AMAKUSA MARU".....Capt. Konishi.....Sunday, 12th Nov., at 10 a.m.

† Omitting Tamsui and Keelung.
† Calling at Tamsui, Keelung, via Swatow and Amoy.

These Formosa Liners will arrive at and depart from the SOON YIP WHARF near the Harbour Office.

FOR FURTHER INFORMATION, APPLY TO:-

H. YAMAUCHI, Manager.

Tel. Nos. 744 & 745. No. 1, Queen's Building.

THE EASTERN & AUSTRALIAN STEAMSHIP CO. LIMITED.

MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS		13th Nov., at 11 a.m.
EASTERN	2nd December.	23rd Dec., at 11 a.m.

THE above steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried.

All Steamers fitted with Wireless Telegraphy.

For further particulars, apply to

GIBB, LIVINGSTON & CO. Agents.

NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at CALCUTTA, in conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD.

AND "AFRIC LINE".

Proposed Sailings from Hongkong.

Steamer from Hongkong,	on or about	Connecting at Calcutta with	On or about

For Freight and further particulars apply to

DODWELL & CO., LTD., Agents.

HONGKONG-NEW YORK.

REGULAR SAILINGS via PORTS and SUEZ and PANAMA CANAL.

(With liberty to call at the Malabar Coast.)

For BOSTON & NEW YORK

S.S. "KORUMONT CASTLE".....On or about 8th November.

It is intended that the above vessel will proceed via Panama Canal.

For Freight & further particulars, apply to

DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KAISHA

(SOUTH SEA MAIL S.S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

Sails on or about

S.S. "HOKUTO MARU".....For Batavia, Cheribon, Samarang, Sourabaya, Macassar & Balikpapan.....14th Nov.

S.S. "CHYO MARU".....For Moji, Kobe & Yokohama.....24th Nov.

S.S. "KURE MARU".....For Moji, Kobe & Yokohama.....24th Nov.

S.S. "KIKUN MARU".....For Batavia, Cheribon, Samarang, Sourabaya, Macassar & Balikpapan.....14th Dec.

For Freight or Passage, apply to

DODWELL & CO., LTD., Agents.

SHIPPING

C. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STRAINS	TO SAIL
AMOI, MANILA, CEBU & ILOILO	TAMISO	Nov. 8, at 4 p.m.
SHANGHAI	SANSHAN	Nov. 9, at 4 p.m.
AMOI & SHANGHAI	HOMOW	Nov. 9, at 4 p.m.
WEIHAIWEI & TIENTSIN	HUTOW	Nov. 10, at 4 p.m.
HOIHOW, PARHOI & HAIPHONG	KADOW	Nov. 11, at 10 a.m.
SHANGHAI	LUCOW	Nov. 12, Daylight.
MANILA, CEBU & ILOILO	TRAY	Nov. 14, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. "LINTAN" and S.S. "SANTU".

MANILA LINE. Twin Screw Steamers "Chinabua," "Taming" & "Tea".

Excellent Saloon accommodation, Electric Fans fitted. Extra state-rooms on deck, aft on "Taming" and "Tea".

SHANGHAI LINE—PASSENGERS, MAILS & CARGO.

S.S. "Anhui," "Chenai," "Luchow," "Yingchow" & "Shantung," with excellent accommodation, Electric Light and Fans in Saloon and State-rooms.

maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36.

INDO-CHINA STEAM NAVIGATION CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For

SINGAPORE, PENANG & CALCUTTA.....TEUESDAY, Nov. 9, at Noon.

SHANGHAI.....WINGSANG.....FRIDAY, Nov. 10, Daylight.

KOBE & MOJI.....FOOKSANG.....SATURDAY, Nov. 11, Daylight.

MANILA.....TUESANG.....SATURDAY, Nov. 11, at 3 p.m.

HAIPHONG.....LOESANG.....TUESDAY, Nov. 14, Daylight.

SINGAPORE, PENANG & CALCUTTA.....ONSANG.....TUESDAY, Nov. 14, at Noon.

SANDAKAN.....HIFSANG.....SATURDAY, Nov. 18, at Noon.

MANILA.....LOONGSANG.....SATURDAY, Nov. 18, at 3 p.m.

RETURN TOURS TO JAPAN.

THE steamers "Kusang," "Namsang," "Laisang" & "Fooksang" leave about every 3 weeks generally call at Shanghai en route for Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 22 days. This service is supplemented by the "Yokohama," "Kuremaru" & "Yokohama" leaving Hongkong at regular intervals for Yokohama (when sufficient business is offered) Kobe & Moji and returning thence direct to Hongkong. Time occupied 19 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei.

Taking Cargo on through Bills of Lading to Kuantai, Lahad Dato, Simpang, Tawau, Uman, Jesselton and Labuan.

Under Straits Government Passport Regulations. All European Passengers, leaving the Colony for Straits Settlement, are required to produce on arrival at destination passports with their Photographs and description affixed.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 215.

BRITISH INDIA STEAM NAVIGATION CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 215.

R.M.S.P. THE ROYAL MAIL STEAM-PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

FOR

GENOA.....MERIONETHSHIRE.....End of November

TRANS-PACIFIC SERVICE.

Sailing to VICTORIA, VANCOUVER, SEATTLE, TACOMA and PORTLAND.

See freight and further particulars, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 215 Sub. Ex. 10.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "BEIRALA," 5,000 tons, Capt. A. J. Terry, will be despatched for SHANGHAI, KOBE and MOJI on 24th November.

WESTWARD.

The above steamer has excellent saloon accommodation for passengers and is fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or Passage, apply to

DAVID HASSON & CO., LTD., Agents.

Telephone No. 215.

SHIPPING

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of First, High Class Coast Steamers having good Accommodation for First Class Passengers, Electric Light and Fans in State-rooms and Saloons. Excellent Cuisine.

SWATOW, AMOI & FOOCHOW AND RETURN.

(Occupying 3 to 10 Days)

STRAMONT

HAICHING.....Capt. W. C. Passmore.....FRIDAY, 10th Nov. at 11 a.m.

SWATOW

Arrivals and Departures from the Company's Wharf (near Shikie Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & Co., General Managers.

Telephone No. 215.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

Via SHANGHAI, MANILA, the INLAND SEA, JAPAN & HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer

Tons & Speed

Leave Hongkong

1. HOKKA MARU.....18,000-18 knots.....Wed., 29th Nov., at Noon.

2. SIBERIA MARU.....18,000-18 knots.....Wed., 13th Dec. at Noon.

3. TENYO MARU.....22,000-21 knots.....Tues., 19th Dec. at Noon.

4. NIPPON MARU.....11,000-15 knots.....Thurs., 4th Jan. at 10.30 a.m.

5. SHINYO MARU.....22,000-21 knots.....Wed., 17th Jan. at Noon.

6. PERSIA MARU.....9,000-14 knots.....Mon., 30th Nov. at 10.30 a.m.

† Omitting Manila.

† Cargo only.

First Class to London.....£348. (271-10-0) Return £608. (2139)

San Francisco £420. (271-10-0) Return £647.50.

SPECIAL RATES given to Naval and Military, Civil Servants, Missionaries, etc.

ROUNDED FREE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Andean Route to Buenos Aires, etc.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

For Japan Ports, Honoluli, San Francisco, Los Angeles, Salina Cruz, Balboa, Callao, Arica, Iquique and Valparaiso.

Thence by Trans-Andean Route to Buenos Aires, etc.

Steamer

Tons & Speed

Sailing

SHINYO-MARU.....14,000-13 knots.....Sat., 11th Nov. at Noon.

For full particulars as to Passage and Freight apply to

T. DAIGO AGENT.

Telephone No. 215.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

TO

DESTINATION

STEAMER

SAILING DATE

LONDON via SINGAPORE

MALACCA, PENANG, COLOMBO, DELAGOA

RAY, CAPE TOWN and

TEHERAN

SHIRAZ

VICTORIA, B.C. & SEATTLE, via SHANGHAI

MOJI, KOBE, NAGOYA and YOKOHAMA

SYDNEY and MELBOURNE via MANILA, CEBU, DAY ISLAND, TOWNSVILLE and BRISBANE

CALCUTTA via SINGAPORE, PENANG & RANGOON

BOMBAY via SINGAPORE, RANGOON, MALACCA and COLOMBO

NAGASAKI, KOBE & YOKOHAMA

SHANGHAI, KOBE & YOKOHAMA

SHANGHAI, MOJI & KOBE

† Calling at Sydney and Melbourne only.

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SHIPPING

P. & O. S. N. Co.

STEAM FOR

STRAITS COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS, AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship "RYANZA," Captain J. GAUNT, R.N., carrying His Majesty's Mails, will be despatched from this port on or about FRIDAY, the 17th November, 1916, taking Passengers and Cargo for the above ports in connection with the Company's Steamship "Mongolia" from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, and Tea and Cargo for Italy, France, and London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles, and London. Other Cargo for London etc. will be conveyed via Bombay per s.s. "Khyber" due in London about 1st January, 1917.

Parcels will be received at this Office until 3 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. V. D. PARR, Acting Superintendent.

Hongkong, Nov. 3, 1916.

NOTICES TO CONSIGNEES.

M. S. "GLENARINEY"

OWING to this steamer having been abandoned at Singapore,

To-day's Advertisements

NOTICE TO CONSIGNEES.
OCEAN STEAM SHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

CONSIGNEES per Co's Steamer
"OANFA"
are hereby notified that the Cargo will
be discharged into Hols' Wharf, Kow-
loon, where it will be at Consignee's risk.
The Cargo will be ready for delivery
from Godown on and after 7th Nov.
Optional cargo will be landed, unless
notice has been given prior to steamer's
arrival.

All broken, chafed, and damaged Goods
are to be left in the Godowns, where
they will be examined on any Tuesdays
and Fridays between the hours of 10.45
a.m. and noon.

No claims will be admitted after the
Goods have left the steamer's Godown,
and all Goods remaining undelivered
after the 15th Nov. will be subject to
recall.

All Claims against the Steamer must
be presented to the Underwriter on or
before the 27th Nov. or they will not be
recognised.

No Fire Insurance will be effected.
BUTTERFIELD & SWIRE.
Agents.

Hongkong, Nov. 7, 1916. 1222

TO LET

TO LET
N. 1. MINDEN VILLAS, 3 Rooms
with Tennis Court, in Midway Road,
Kowloon.

"FOUR-ROOMED HOUSES in Gordon
Terrace and Salisbury Avenue, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE
CO., LTD.
Alexandra Buildings.
Hongkong, Nov. 8, 1916.

TO LET

TO LET
N. 1. MINDEN VILLAS, 3 Rooms
with Tennis Court, in Midway Road,
Kowloon.

"FOUR-ROOMED HOUSES in Gordon
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Hongkong, Nov. 8, 1916.

TO LET

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N. 1. MINDEN VILLAS, 3 Rooms
with Tennis Court, in Midway Road,
Kowloon.

"FOUR-ROOMED HOUSES in Gordon
Terrace and Salisbury Avenue, Kowloon.
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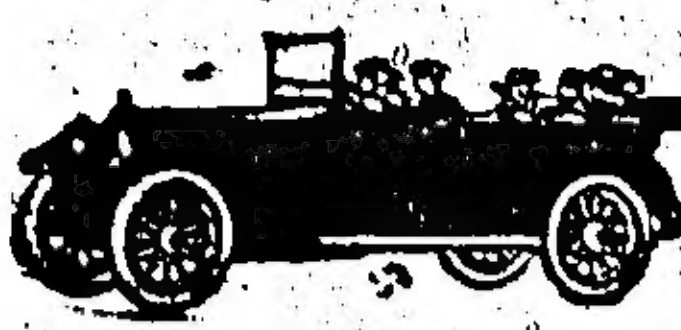
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Alexandra Buildings.
Hongkong, Nov. 8, 1916.

TO LET

THE HUMPHREY.

HUMPHREY.

HUMPHREY.



A high-class car in every respect. We have in
stock a 45 h.p. 7-passenger "HUMPHREY" Touring
Car, equipped with Electric Lights, Electric Horn,
Electric Starter, and all latest improvements.

ALEX. ROSS & CO.,

4, DES VUEX ROAD CENTRAL.

Sole Agents.

TO LET

TO LET
OFFICES at 2 Connaught Road.

OFFICES in King's and York Buildings.

HOUSES in Clifton Gardens, Conduit
Road.

HOUSES in Broadwood and Moreton
Terraces.

No. 21 Wong Nei Chong Road.

HOUSES on Shumac, Canton.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

SHIPPING

ARRIVALS.

November 6.

Brisbane, British str., 716, E. E. Mc-
Lellan, Bangkok October 27, General.
CUNNING.

Gleniffer, British str., 6021, McGregor,
London Sept. 8, General.—SHEWAN,
TOMES & CO.

Childan, Norwegian steamer, 1102, J.
Mothilassen, Bangkok Oct. 23, Rie-
thofsen & Co.

Shanghai, Chinese str., 270, Halford,
Kowloon and Swatow and Shanghai.
General.—E. H. RAY.

Lotus, British steamer, Long Wah,
Sundakan and Manila, 1, Ballast,
CUNNING.

Southern, Japanese str., from Can-
ton.

Tokyo, Japanese str., from Can-
ton.

Yusenang, British str., 1,125, W. M.
Meany, Manila November 4, General.
JARDINE, MATHEWSON & CO., LTD.

Typhoon, Dutch steamer, 4,800, F. von
Scherneck, Moji Nov. 2, General and
Cement.—J.A. CHINA-JAPAN LINE.

Espresso, British str., 2,342, J.
N. Craven, Singapore Oct. 30, General.
DODWELL & CO., LTD.

Sumatra, Swedish steamer, 3,271, O. C.
Nordfält, Sabang October 29, General.
SWANSON & CO., LTD.

Choyang, Chinese str., from Canton.

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ITCHING SMARTING
ECZEMA ON HEADSpent Many Sleepless Nights.
Hair Came Out Badly.

HEALED BY CUTICURA

"About two years ago I woke up one
morning and found all behind my ear and
to the crown of my head wet and smarting.
I was told it was eczema. It was itchy
and smarting all the time and I spent
many sleepless nights. My hair also came
out very badly behind my ear.
I saw an advertisement of Cuticura Soap
and Ointment and I sent for a free sample
and then bought two boxes of Soap and a
box of Ointment. I was healed." (Signed)
Mrs. Sarah A. Walker, 6, Preston St.,
Lower Looe, Launceston, Eng., July 20, 1915.

Sample Each Free by Post

With 33-p. Skin Book. (Soap to cleanse
and Ointment to heal.) Address post-card
for samples: F. Newberry & Sons, 27, Char-
terhouse Sq., London. Sold every where.

POST OFFICE NOTICES.

IN RADIO-TELEGRAPH
COMMUNICATION.

Ships in communication with Cape
D'Aurial Radio Telegraph Station:—
Salamis Magellan
China Nidus

INWARD MAILS.

SHANGHAI—Per s.s. Anan, Nov. 8.
AMERICA—Per s.s. China, Nov. 8.

EUROPE (ENGLISH MAIL)—Per s.s.
Malta, Nov. 9.

CHRISTMAS AND NEW YEAR
PARCEL MAIL.

The Public are informed that the
Christmas and New Year Parcel Mail
to the United Kingdom will be closed in
this office at 5 p.m. on the 16th Nov.
This mail is due in London on the 24th
December. The above date of departure
is liable to alteration.

The Services to Germany, Austria,
Bulgaria and the Ottoman Empire are
suspended.

Correspondence addressed to enemy
subjects in China, Siam, Liberia, Portu-
guese East Africa, Persia and Morocco, can
not be transmitted.

Mails will close for:—
STRAITS.
Per Hainan, at 5 a.m., on Wednes-
day, the 8th Nov.

PORT BAYARD.
Per Suva, at 9 a.m., on Wednesday,
the 8th Nov.

AMOI & PHILIPPINE ISLANDS.
Per Taming, at 3 p.m., on Wednesday,
the 8th Nov.

FORMOSA VIA KEELUNG, SHANG-
HAI, NORTH CHINA, JAPAN VIA
MOJI, VICTORIA, VANCOUVER,
UNITED STATES, CENTRAL &
SOUTH AMERICA.

(Europe via Siberia).
Per Montpelier, Registration at 11.15
p.m. Letters at 2.30 p.m., on Wed-
nesday, the 8th Nov.

(Shanghai Chi. P.O., Monday, 13th Nov.)
HOIHOW & HAIPHONG.
Per Hongkong, at 11 a.m., on Thursday,
the 9th Nov.

BATAVIA, SOERABAYA, MACASSAR &
PORT MORESBY (via BATAVIA).
Per Typhoon, at 11 a.m., on Thursday,
the 9th Nov.

SHANGHAI & NORTH CHINA.
(Europe via Siberia).
Per Sinciang, Registration at 2.15 p.m.
Letters at 3 p.m., on Thursday,
the 9th Nov.

(Shanghai Chi. P.O., Monday, 13th Nov.)
AMOI, "SHANGHAI & NORTH
CHINA."
Per Hainan, at 3 p.m., on Thursday,
the 9th Nov.

SHANGHAI, NORTH CHINA & JAPAN
& MOJI.
(Europe via Siberia).
Per Montpelier, Registration at 10.15
a.m. Letters at 11 a.m., on Fri-
day, the 10th Nov.

(Shanghai Chi. P.O., Monday, 13th Nov.)
SWATOW, AMOI & PHOHOOW.
Per Hainan, at 11 a.m., on Friday,
the 10th Nov.

WEIHAIWEI & TIENSIN.
Per Hainan, at 3 p.m., on Friday, the
10th Nov.

HOIHOW, PAKHOI & HAIPHONG.
Per Hainan, at 9 a.m., on Saturday,
the 11th Nov.